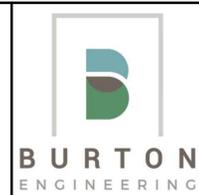


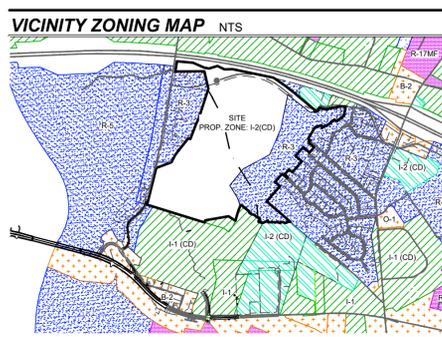
REZONING PACKAGE FOR PROJECT SQUARE GROOVES

SITE DEVELOPMENT DATA	
PROJECT NAME:	SQUARE GROOVES
DEVELOPER:	THE KEITH CORPORATION
TOTAL SITE AREA:	210.34-AC
EXISTING ZONING:	R-3
PROPOSED ZONING:	I-2(CD) (LL/WPA & LL/WCA)
AREA TO BE REZONED:	±168.321-AC
TAX PARCEL NO.:	Portion of 053-161-01
JURISDICTION:	CHARLOTTE ETJ
EXISTING USES:	VACANT
PROPOSED USES:	WAREHOUSING, WAREHOUSE DISTRIBUTION, MANUFACTURING, OFFICE, INDUSTRIAL USES, AND OUTDOOR STORAGE AS PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES, ALL AS ALLOWED IN THE I-2 ZONING DISTRICT (AS MORE SPECIFICALLY DESCRIBED AND RESTRICTED IN THE DEVELOPMENT STANDARDS BELOW). THE USES ALLOWED ON THE SITE WILL BE LIMITED TO THE USES SPECIFIED ABOVE AS ALLOWED IN THE I-1 ZONING DISTRICT PLUS OUTDOOR STORAGE AS ALLOWED IN THE I-2 ZONING DISTRICT.
MAXIMUM GROSS SQUARE FEET OF DEVELOPMENT:	UP TO 1,530,000 SQUARE FEET OF GROSS FLOOR AREA
MAXIMUM BUILDING HEIGHT:	HEIGHT AS PERMITTED BY ORDINANCE AND WILL BE MEASURED AS DEFINED BY THE ORDINANCE.
PARKING:	AS REQUIRED BY THE ORDINANCE FOR THE PROPOSED USES.
WATERSHED DISTRICT:	LOWER LAKE WYLLIE PA & CA
WATERSHED RESTRICTIONS:	SITE SHALL MEET THE REQUIREMENTS OF THE ZONING ORDINANCE

PROJECT CONTACT INFORMATION	
ENGINEER: Burton Engineering Associates Carlton Burton, PE 5950 Fairview Road, Suite 100 Charlotte, NC 28210 P: (704) 553-8881 cburton@burtonengineering.com	ZONING CONSULTANT: Moore & VanAllen Keith MacVean 100 North Tryon St, ste 4700 Charlotte, NC 28202 Phone: (704) 331-3531
DEVELOPER: The Keith Corporation Dave Featherston 5935 Carnegie Blvd., Suite 200 Charlotte, NC 28209 P: (704) 644-4471	BOUNDARY SURVEY: Burton Engineering Associates Chris Culbertson 5950 Fairview Road, Suite 100 Charlotte, NC 28210 P: (704) 553-8881 culbertson@burtonengineering.com
PROPERTY OWNER: Square Grooves LLC 1710 Abbey Pl ste 200 Charlotte, NC 28209	



5950 FAIRVIEW RD STE 100
CHARLOTTE NC 28210
(T) 704.553.8881
www.burtoneng.com
FIRM #C-1157



HATCH LEGEND	
CLASS A ZONING BUFFER	[Hatched pattern]
FUTURE TREE SAVE	[Cloud pattern]
SINGLE FAMILY ZONING	[Blue stippled pattern]
OFFICE/BUSINESS ZONING	[Orange cross-hatch pattern]
MULTI-FAMILY ZONING	[Purple stippled pattern]
I-1 ZONING	[Green diagonal lines]
I-2 ZONING	[Light green diagonal lines]

DRAWING INFORMATION

811 Know what's below. Call before you dig.

GRID NORTH

(IN FEET)
1 inch = 300 ft.

Scale bar: 0, 150, 300, 450, 600, 750, 900, 1050, 1200

PROJECT SQUARE GROOVES REZONING PETITION# 2020-049 CHARLOTTE NORTH CAROLINA PROPOSED REZONING PLAN

REV	DATE	BY	DESCRIPTION
1	2020.03.06	CTB	ISSUED FOR PLANNING REVIEW
2	2020.05.11	CTB	REVISED PER PLANNING COMMENT
3	2020.06.15	ENG	REVISED PER PLANNING COMMENT
4	2020.08.17	ENG	REVISED PER PLANNING COMMENT
5	2020.09.28	MJD	REVISED PER PLANNING COMMENT
6	2020.10.26	MJD	REVISED PER PLANNING COMMENT

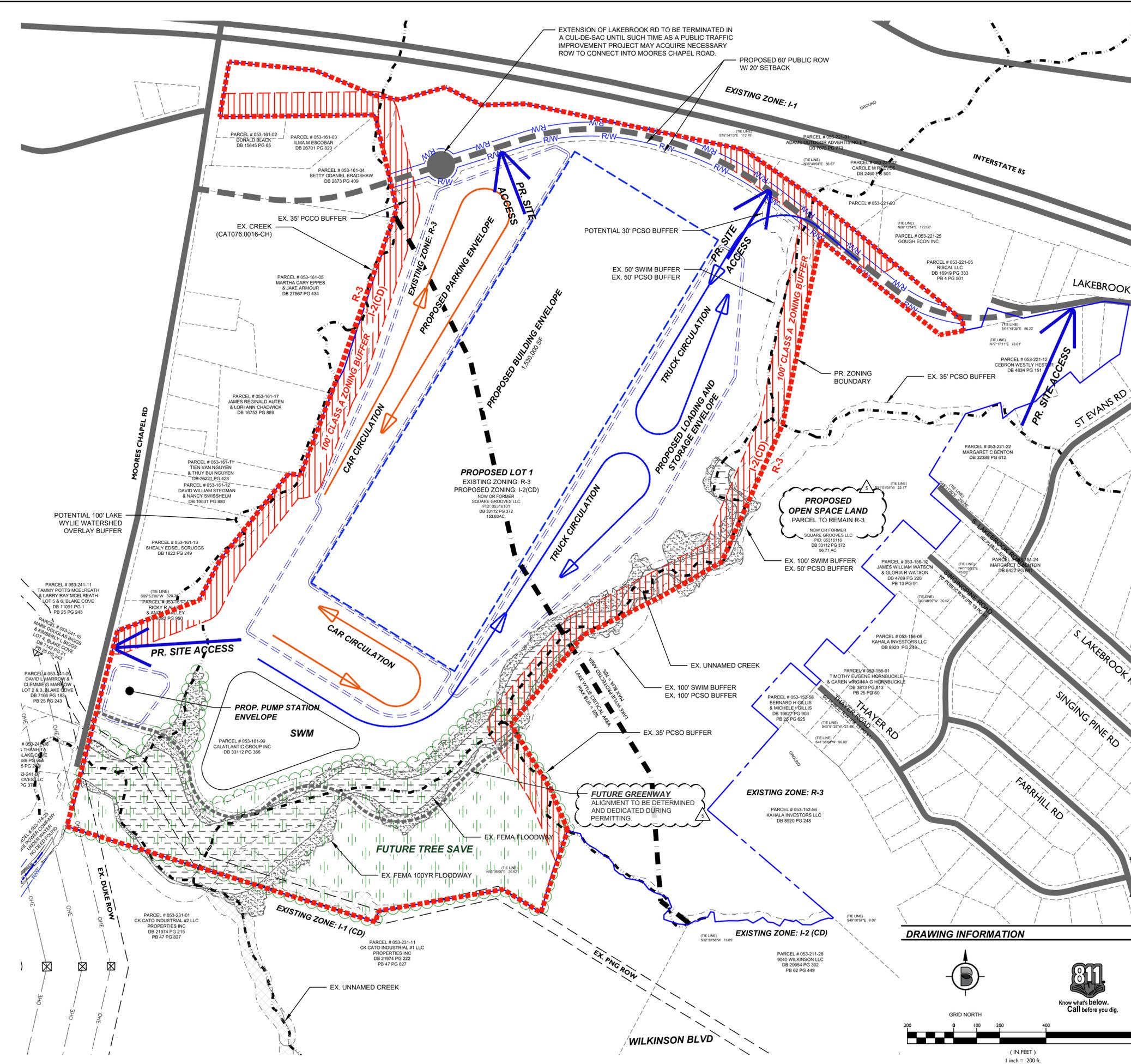
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PROJECT NUMBER
019.554.002

RZ100
Sheet 1 of 4

P:\DWG\019.554.002.TTC SQUARE GROOVES REZONING\REZONING PLAN\DWG COVER SHEET 10/26/2020 12:59:54 PM HPD1.CTB YG9AHAM4

P:\DWG\19-554-002-TRC SQUARE GROOVES REZONING\REZONING PLANNING\DWG SITE PLAN 10/26/2020 13:31:18 PH-HRZ-CB MGR\HAM

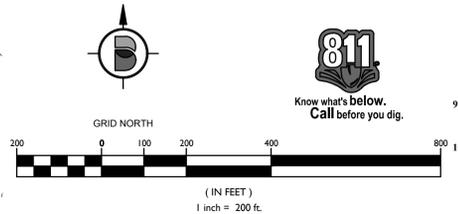


CONDITIONAL ZONING NOTES

(REVISED 10/23/2020)

- General Provisions:**
 - Site Location:** These Development Standards, Schematic Site Plan and other graphics set forth on Sheet RZ-1 form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by The Keith Corporation ("Petitioner") to accommodate the development of industrial uses on an approximately 156.321 acre site located along Moores Chapel Road (the "Site").
 - Zoning District Ordinance:** Development of the Site will be governed by the zoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the I-2/LLWPA & LLWPCA) zoning classification shall govern all development taking place on the Site.
 - Graphics and Alterations:** Any schematic depictions of the building envelopes, parking areas, sidewalks, driveways, streets, and other development matters and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. Any layouts, locations, sizes and formulations of the Development/Site Elements depicted on the Rezoning Plan are graphic representations of the Development/Site elements proposed. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance. Since the project has not undergone the design development and construction phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications from the graphic representations of the Development/Site Elements. Therefore, there may be instances where minor modifications will be allowed without requiring the Administrative Amendment Process per Section 6.207 of the Ordinance. These instances would include changes to graphics if they are:
 - minor and do not materially change the overall design intent depicted on the Rezoning Plan, such as minor modifications to the configurations of any building envelope, driveways and parking area dimensions and the like as long as the modifications maintain the general building/parking orientation and character of the development generally depicted on the Rezoning Plan. The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.
 - Planned/Unified Development:** The Site shall be viewed in the aggregate as a planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan. As such, side and rear yards, buffers, building height separation standards, and other similar zoning standards will not be required internally between improvements and other site elements located on the Site. The Petitioner and/or owner(s) of the Site reserve the right to subdivide the portions of all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, and public/private street frontage requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to and all square footage maximum requirements will be regulated by any development limitations set forth in Section 2 below as to the Site taken as a whole and not individual portions or lots located thereon.
 - Number of Buildings Principal and Accessory:** Notwithstanding the number of building(s) shown on the Rezoning Plan, the total number of principal buildings to be developed on the Site will be limited to five (5). Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectural elements and designs as the principal building(s). In the event more than one principal building is developed on the Site, the Site shall adhere to the Subdivision Ordinance.
 - Development Phasing:** The proposed square footage may be developed in three (3) separate phases with each building containing about ±500,000 square feet or may be developed in one single phase with one building that utilizes most of or all of the allowed square footage.
 - Permitted Uses, Development Area Limitations:**
 - The Site may be developed with up to 1,530,000 square feet of gross floor area of warehousing, warehouse distribution, manufacturing, office, and industrial uses as permitted by right and under prescribed conditions together with accessory uses, all as allowed in the I-1 zoning district and/or with the following use allowed in the I-2 zoning district, subject to the limitations described above:
 - Outdoor Storage.
- Transportation Improvements and Access:**
 - Access to the Site will be from Moores Chapel Road and Lakebrook Road as generally depicted on the Rezoning Plan; provided that the exact alignment, dimensions and location of the access points to the Site and the driveways on the Site may be modified from the elements shown on the Rezoning Plan.
 - The Petitioner will provide CDOT and NCDOT a Traffic Impact Study (TIS) that analyzes the operation of the intersection of: (i) Wilkinson Boulevard and Old Dowd Road/Moores Chapel Road realignment; (ii) the intersection of Sam Wilson Road and Centergrove Ln/ I-85 Service Road; (iii) Sam Wilson Road and NB I-85 Ramps; and (iv) Sam Wilson Road and SB I-85 Ramps. The TIS will be provided for review and approval as part of the Subdivision approval process for realigned Moores Chapel Road. The TIS must be approved prior to the approval of the subdivision plans for the realignment of Moores Chapel Road. Any required improvements at the intersection of Old Dowd and realigned Moores Chapel Road that are part of the approved TIS must be substantially completed prior to the issuance of the 1st certificate of occupancy. Any improvements required at the intersection of Sam Wilson Road and Centergrove Ln/ I-85 Service Road must be substantially completed before Lakebrook Road is connected into the Site.
 - The Petitioner will re-align Moores Chapel Road as generally depicted on the Rezoning Plan. This realignment will be constructed and substantially completed prior to the issuance of the 1st certificate of occupancy for the Site. The re-aligned and the cross-section for the realignment of Moores Chapel Road will be subject to review and approval by CDOT and NCDOT. The location of the proposed 12-foot multi-use path as part of realigned Moores Chapel Road will be located so that when turn lanes are added along Moores Chapel Road the 12-foot MUP will not need to be relocated.
 - The Petitioner will work with NCDOT during the realignment approval process for Moores Chapel Road, to provide/maintain a connection between Moores Chapel Road and Moores Chapel Loop Road subject to right-of-way availability and the lack of physical constraints that would prohibit a connection (e.g. differences in grades, utility easements, environmental features etc.).
 - The Petitioner will extend Lakebrook Road as a public street to provide access into the Site from its current terminus as generally depicted on the Rezoning Plan. Lakebrook Road will be extended as a local industrial street (L-06).
 - The Petitioner will not make a connection to Lakebrook Road into the Site until the TIS for the Site has been completed, and either (a) a building permit for more than 500,000 square feet of development has been applied for, or (b) sooner if required by the approved TIS for the Site. The Petitioner will improve existing Lakebrook to have a minimum of 28 feet of pavement (2-12-foot lanes with a two (2) foot shoulder).
 - The Petitioner will work with CDOT and NCDOT to improve existing Lakebrook Road as well as the intersection of Centergrove Ln/ I-85 Service Road. The Petitioner will make the following improvements at the intersection of Centergrove Ln/ I-85 Service Road and Sam Wilson Road: (i) an eastbound left-turn lane on Centergrove Ln/ I-85 Service Road to Sam Wilson Road; (ii) a southbound right-turn lane on Sam Wilson Road to Centergrove Ln/ I-85 Service Road; and (iii) a northbound left-turn lane on Sam Wilson Road to Centergrove Ln/ I-85 Service Road. Turn lane storage lengths to be determined during the land development approval process. If as part of the Petitioner's TIS for the Site one of the improvements described above are shown not to be needed, then the improvement may be eliminated, if NCDOT agrees the improvement is not otherwise required. These improvements will be completed before Lakebrook Road is connected into the Site. As a result of the approved TIS, if additional transportation improvements are recommended, then the petitioner will commit to constructing those improvements.
 - The Petitioner will provide a southbound left-turn lane and a northbound right-turn lane on Moores Chapel Road into the Site's access from Moores Chapel Road. The turn lane storage lengths will be determined during the land development approval process for the Site.
 - The Petitioner shall dedicate and convey 35 feet of right of way along the Site's footage on Moores Chapel Road as measured from the existing centerline of Moores Chapel Road. The Petitioner will also provide a permanent sidewalk and utility easement to accommodate an eight (8) foot planting strip and a 12-foot multi-use path (MUP) along the Site's footage on existing Moores Chapel Road. The easement will extend two (2) feet behind the location of the proposed 12 MUP to allow for maintenance and utilities.
 - The Petitioner shall dedicate and convey all rights-of-way within the limits of the Site to the City prior to the issuance of the Site's first building certificate of occupancy.
- Setbacks, Buffers and Screening:**
 - A twenty (20) foot building and parking setback will be provided along Moores Chapel Road and Lakebrook Road as defined by Ordinance.
 - A 100-foot Class A Buffer will be provided as generally depicted on the Rezoning Plan.
 - Mechanical Equipment Screening, HVAC and related mechanical equipment will be screened from public view and from view of adjacent properties and proposed public streets at grade.
 - Dumpster Screening. Dumpster areas and recycling areas will be enclosed by a solid wall or fence.
- Environmental Features:**
 - The petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Stormwater Ordinance. The location, size, and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submitted and are not implicitly approved with this rezoning. Adjustments may be necessary to accommodate actual storm water treatment requirements and natural site discharge points.
 - The Petitioner will work with Mecklenburg County Land Use & Environmental Services Agency Storm Water Services to implement these additional erosion control measures during the development of the Site:
 - Implement a continuous monitoring device(s) downstream of the Site to monitor turbidity 24 hours/day during construction and provide alerts to erosion control inspectors if exceedances occur.
 - Participate in bathymetric monitoring of downstream cove before and after construction to observe and document any impacts.
 - Coordinate with City of Charlotte Erosion and Sediment Control to implement enhanced erosion control, as necessary, to minimize down-stream impacts of erosion while the Site is under development.
 - The Site will comply with Tree Ordinance.
- Lighting:**
 - All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.
- Greenway Dedication Along Stream located Along Southern Site Boundary:**
 - The Petitioner will convey to Mecklenburg County for the development of a greenway the portion of 100-foot SWIM buffer associated with the stream extending to the northeast and located along the Site's southern boundary. This area is generally depicted on the Rezoning Plan. This area will be dedicated and conveyed to Mecklenburg County prior to the issuance of the first certificate of occupancy for the Site.
- Open Space Pared Commitment:**
 - Reference is made to that certain approximately 56-acre parcel adjacent to and to the east of the Site as generally depicted on Sheet RZ-100, RZ-101, and RZ-102 (the "Open Space Land"). The Open Space Land is owned by Square Grooves, LLC (together with successors and assigns, the "Open Space Land Owner"), which includes affiliates of the Petitioner as members of the LLC. Petitioner and Open Space Land Owner have agreed, upon approval of this Rezoning, to set aside the Open Space Land for a period of four (4) years for conveyance to the City or County or an acceptable designated third party that is regularly engaged in land ownership for open space related purposes (such as the Catawba Land Conservancy). Such conveyance of the Open Space Land shall be for \$100 and the purpose of open space, nature preserve, greenway, outdoor recreation and similar uses which may include, without limitation, hiking/walking/biking trails and accessory uses such as parking areas, along with any utility easements for development of the Site and access to the Site over the portion of the Open Space Land accessible by Lakebrook Road and/or Centergrove Lane. Upon such conveyance, the City, County or other acceptable third party entity shall be responsible for all maintenance, upkeep and liability associated with the Open Space Land and any improvements to the Open Space Land such as trails, recreation areas, parking areas, access roads to the Open Space Land and the like. The commitment of the Petitioner and Open Space Land Owner as described above is set forth in that Agreement to Convey Open Space Land dated as of 2/20/20 (the "Agreement"), which shall be recorded in the Mecklenburg County Registry within two (2) months of the Rezoning. To encourage implementation of the community benefits associated with the open space reservation described above, the reservation of the Open Space Land for conveyance shall end after the passage of the above-referenced four (4) year period, unless Petitioner and Open Space Land Owner agree to an extension of such period.
- Amendments to the Rezoning Plan:**
 - Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners or applicable parcels within the Site in accordance with the provisions herein and of Chapter 6 of the Ordinance.
- Binding Effect of the Rezoning Application:**
 - If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site or Development Areas, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

DRAWING INFORMATION



BURTON ENGINEERING

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CHARLOTTE NC 28210
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FIRM #C-1157



PROJECT SQUARE GROOVES

REZONING PETITION# 2020-049
CHARLOTTE NORTH CAROLINA

PROPOSED REZONING PLAN

REVISED	DATE	BY	REASON
1	2020.03.08	CTB	ISSUED FOR PLANNING REVIEW
2	2020.05.11	CTB	REVISED PER PLANNING COMMENT
3	2020.06.15	ENG	REVISED PER PLANNING COMMENT
4	2020.08.17	CTB	REVISED PER PLANNING COMMENT
5	2020.10.26	MDG	REVISED PER PLANNING COMMENT

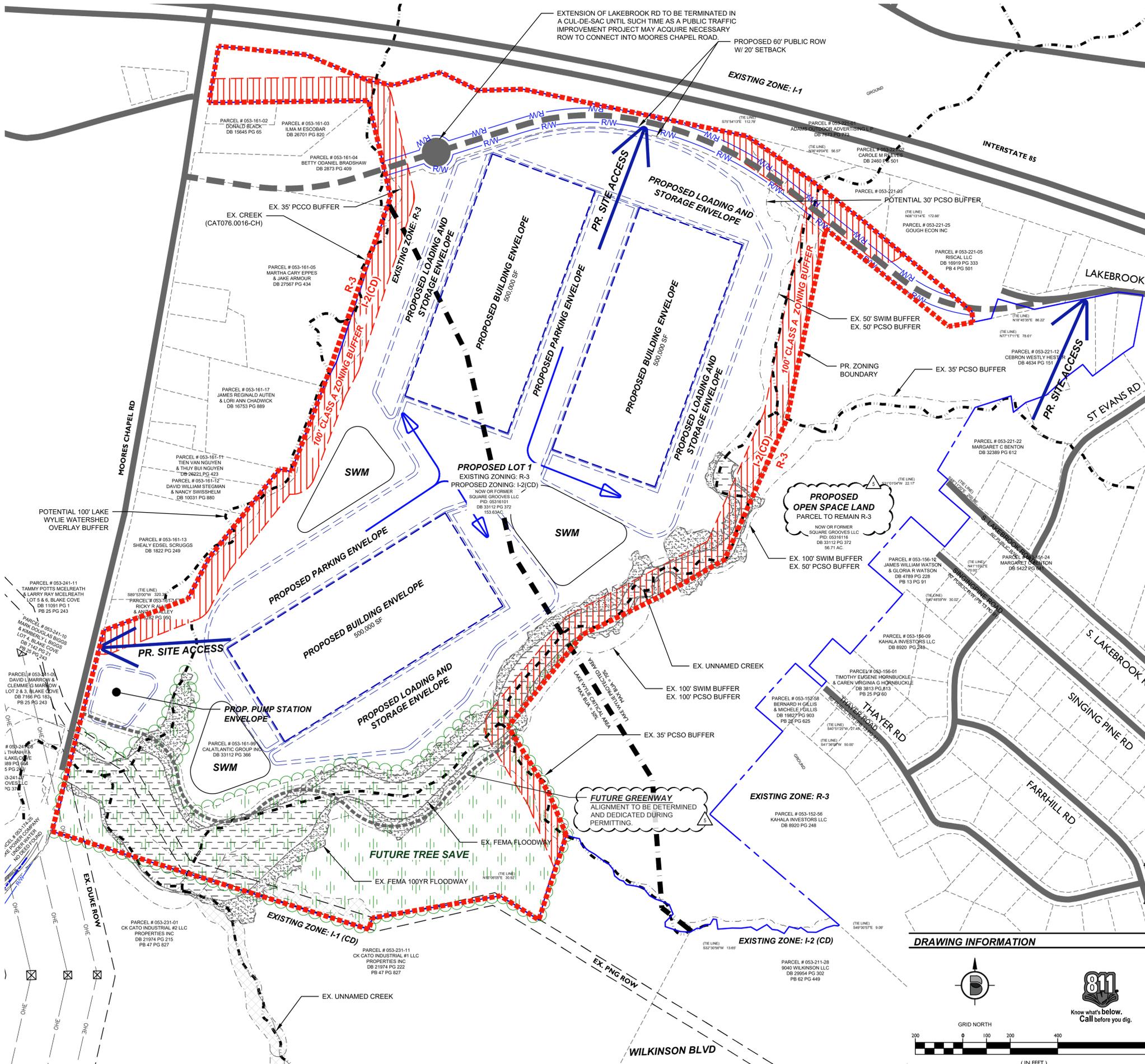
DRAWN BY: MDG
DATE: 2020.03.06

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PROJECT NUMBER
019.554.002

RZ101
Sheet 2 of 4

P:\DWG\19-554-002-TKC SQUARE GROOVES REZONING\REZONING\PLANNING SITE PLAN (2) - 10/26/2020 11:31:33 PM HP02.CTB MGR/HAHM

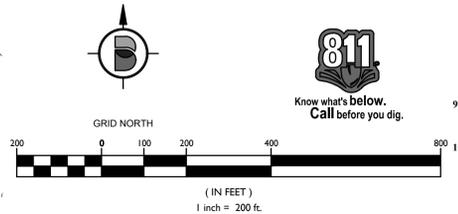


CONDITIONAL ZONING NOTES

(REVISED 10/23/2020)

- General Provisions:**
 - Site Location:** These Development Standards, Schematic Site Plan and other graphics set forth on Sheet RZ-1 form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by The Keith Corporation ("Petitioner") to accommodate the development of industrial uses on an approximately 156.321 acre site located along Moors Chapel Road (the "Site").
 - Zoning District Ordinance:** Development of the Site will be governed by the zoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the I-2/LLWPA & LLWPCA) zoning classification shall govern all development taking place on the Site.
 - Graphics and Alterations:** Any schematic depictions of the building envelopes, parking areas, sidewalks, driveways, streets, and other development matters and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. Any layouts, locations, sizes and formulations of the Development/Site Elements depicted on the Rezoning Plan are graphic representations of the Development/Site elements proposed. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance. Since the project has not undergone the design development and construction phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications from the graphic representations of the Development/Site Elements. Therefore, there may be instances where minor modifications will be allowed without requiring the Administrative Amendment Process per Section 6.207 of the Ordinance. These instances would include changes to graphics if they are:
 - minor and do not materially change the overall design intent depicted on the Rezoning Plan, such as minor modifications to the configurations of any building envelope, driveways and parking area dimensions and the like as long as the modifications maintain the general building/parking orientation and character of the development generally depicted on the Rezoning Plan. The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.
 - Planned/Unified Development:** The Site shall be viewed in the aggregate as a planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan. As such, side and rear yards, buffers, building height separation standards, and other similar zoning standards will not be required internally between improvements and other site elements located on the Site. The Petitioner and/or owner(s) of the Site reserve the right to subdivide the portions of the Site and create lots within the interior of the Site without regard to any such internal separation standards, and public/private street frontage requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to and all square footage maximum requirements will be regulated by any development limitations set forth in Section 2 below as to the Site taken as a whole and not individual portions or lots located thereon.
 - Number of Buildings Principal and Accessory:** Notwithstanding the number of building(s) shown on the Rezoning Plan, the total number of principal buildings to be developed on the Site will be limited to five (5). Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be considered utilizing similar building materials, colors, architectural elements and designs as the principal building(s). In the event more than one principal building is developed on the Site, the Site shall adhere to the Subdivision Ordinance.
 - Development Phasing:** The proposed square footage may be developed in three (3) separate phases with each building containing about ±500,000 square feet or may be developed in one single phase with one building that utilizes most of or all of the allowed square footage.
- Permitted Uses, Development Area Limitations:**
 - The Site may be developed with up to 1,530,000 square feet of gross floor area of warehousing, warehouse distribution, manufacturing, office, and industrial uses as permitted by right and under prescribed conditions together with accessory uses, all as allowed in the I-1 zoning district and/or with the following use allowed in the I-2 zoning district, subject to the limitations described above:
 - Outdoor Storage.
For purposes of the development limitations set forth in these Development Standards (but not to be construed as a limitation on FAR requirements), the following items will not be counted as part of the allowed gross floor area (floor area as defined by the Ordinance) for the Site: structured parking facilities and all loading dock areas (open or enclosed).
- Transportation Improvements and Access:**
 - Access to the Site will be from Moors Chapel Road and Lakebrook Road as generally depicted on the Rezoning Plan; provided that the exact alignment, dimensions and location of the access points to the Site and the driveways on the Site may be modified from the elements shown on the Rezoning Plan.
 - The Petitioner will provide CDOT and NCDOT a Traffic Impact Study (TIS) that analyzes the operation of the intersection of: (i) Wilkinson Boulevard and Old Dowd Road/Moors Chapel Road re-alignment; (ii) the intersection of Sam Wilson Road and Centergrove Ln./I-85 Service Road; (iii) Sam Wilson Road and NB I-85 Ramps; and (iv) Sam Wilson Road and SB I-85 Ramps. The TIS will be provided for review and approval as part of the Subdivision approval process for re-aligned Moors Chapel Road. The TIS must be approved prior to the approval of the subdivision plan for the re-alignment of Moors Chapel Road. Any required improvements at the intersection of Old Dowd and re-aligned Moors Chapel Road that are part of the approved TIS must be substantially completed prior to the issuance of the 1st certificate of occupancy. Any improvements required at the intersection of Sam Wilson Road and Centergrove Ln./I-85 Service Road must be substantially completed before Lakebrook Rd is connected into the Site.
 - The Petitioner will re-align Moors Chapel Road as generally depicted on the Rezoning Plan. This re-alignment will be constructed and substantially completed prior to the issuance of the 1st certificate of occupancy for the Site. The re-alignment and the cross-section for the re-alignment of Moors Chapel Road will be subject to review and approval by CDOT and NCDOT. The location of the proposed 12-foot multi-use path as part of re-aligned Moors Chapel Road will be located so that when turn lanes are added along Moors Chapel Road the 12-foot MUP will not need to be relocated.
 - The Petitioner will work with NCDOT during the re-alignment approval process for Moors Chapel Road, to provide/maintain a connection between Moors Chapel Road and Moors Chapel Loop Road subject to right-of-way availability and the lack of physical constraints that would prohibit a connection (e.g. differences in grades, utility easements, environmental features etc.).
 - The Petitioner will extend Lakebrook Road as a public street to provide access into the Site from its current terminus as generally depicted on the Rezoning Plan. Lakebrook Road will be extended as a local industrial street (L-106).
 - The Petitioner will not make a connection to Lakebrook Road into the Site until the TIS for the Site has been completed, and either (a) a building permit for more than 500,000 square feet of development has been applied for, or (b) sooner if required by the approved TIS for the Site. The Petitioner will improve existing Lakebrook to have a minimum of 28 feet of pavement (2-12-foot lanes with a two (2) foot shoulder).
 - The Petitioner will work with CDOT and NCDOT to improve existing Lakebrook Rd as well as the intersection of Centergrove Ln./I-85 Service Road. The Petitioner will make the following improvements at the intersection of Centergrove Ln./I-85 Service Road and Sam Wilson Road: (i) an eastbound left-turn lane on Centergrove Ln./I-85 Service Road to Sam Wilson Road; (ii) a southbound right-turn lane on Sam Wilson Road to Centergrove Ln./I-85 Service Road; and (iii) a northbound left-turn lane on Sam Wilson Road to Centergrove Ln./I-85 Service Road. Turn lane storage lengths to be determined during the land development approval process. If as part of the Petitioner's TIS for the Site one of the improvements described above are shown not to be needed, then the improvement may be eliminated, if NCDOT agrees the improvement is not otherwise required. These improvements will be completed before Lakebrook Road is connected into the Site. As a result of the approved TIS, if additional transportation improvements are recommended, then the petitioner will commit to constructing those improvements.
 - The Petitioner will provide a southbound left-turn lane and a northbound right-turn lane on Moors Chapel Road into the Site's access from Moors Chapel Road. The turn lane storage lengths will be determined during the land development approval process for the Site.
 - The Petitioner shall dedicate and convey 35 feet of right of way along the Site's frontage on Moors Chapel Road as measured from the existing centerline of Moors Chapel Road. The Petitioner will also provide a permanent sidewalk and utility easement to accommodate an eight (8) foot planting strip and a 12-foot multi-use path (MUP) along the Site's frontage on existing Moors Chapel Road. The easement will extend two (2) feet behind the location of the proposed 12 MUP to allow for maintenance and utilities.
 - The Petitioner shall dedicate and convey all rights-of-way within the limits of the Site to the City prior to the issuance of the Site's first building certificate of occupancy.
- Setbacks, Buffers and Screening:**
 - A twenty (20) foot building and parking setback will be provided along Moors Chapel Road and Lakebrook Road as defined by Ordinance.
 - A 100-foot Class A Buffer will be provided as generally depicted on the Rezoning Plan.
 - Mechanical Equipment Screening. HVAC and related mechanical equipment will be screened from public view and from view of adjacent properties and proposed public streets at grade.
 - Dumpster Screening. Dumpster areas and recycling areas will be enclosed by a solid wall or fence.
- Environmental Features:**
 - The petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Stormwater Ordinance. The location, size, and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submitted and are not implicitly approved with this rezoning. Adjustments may be necessary to accommodate actual storm water treatment requirements and natural site discharge points.
 - The Petitioner will work with Mecklenburg County Land Use & Environmental Services Agency Storm Water Services to implement these additional erosion control measures during the development of the Site:
 - Implement a continuous monitoring device(s) downstream of the Site to monitor turbidity 24 hours/day during construction and provide alerts to erosion control inspectors if exceedances occur.
 - Participate in bathymetric monitoring of downstream cove before and after construction to observe and document any impacts.
 - Coordinate with City of Charlotte Erosion and Sediment Control to implement enhanced erosion control, as necessary, to minimize down-stream impacts of erosion while the Site is under development.
- Lighting:**
 - All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.
- Greenway Dedication Along Stream located Along Southern Site Boundary:**
 - The Petitioner will convey to Mecklenburg County for the development of a greenway the portion of 100-foot SWIM buffer associated with the stream extending to the northeast and located along the Site's southern boundary. This area is generally depicted on the Rezoning Plan. This area will be dedicated and conveyed to Mecklenburg County prior to the issuance of the first certificate of occupancy for the Site.
- Open Space Pared Commitment:**
 - Reference is made to that certain approximately 56-acre parcel adjacent to and to the east of the Site as generally depicted on Sheet RZ-100, RZ-101, and RZ-102 (the "Open Space Land"). The Open Space Land is owned by Square Grooves, LLC (together with successors and assigns, the "Open Space Land Owner"), which includes affiliates of the Petitioner as members of the LLC. Petitioner and Open Space Land Owner have agreed, upon approval of this Rezoning, to set aside the Open Space Land for a period of four (4) years for conveyance to the City or County or an acceptable designated third party that is regularly engaged in land ownership for open space related purposes (such as the Catawba Land Conservancy). Such conveyance of the Open Space Land shall be for \$100 and the purpose of open space, nature preserve, greenway, outdoor recreation and similar uses which may include, without limitation, hiking/walking/biking trails and accessory uses such as parking areas, along with any utility easements for development of the Site and access to the Site over the portion of the Open Space Land accessible by Lakebrook Road and/or Centergrove Lane. Upon such conveyance, the City, County or other acceptable third party entity shall be responsible for all maintenance, upkeep and liability associated with the Open Space Land and any improvements to the Open Space Land such as trails, recreation areas, parking areas, access roads to the Open Space Land and the like. The commitment of the Petitioner and Open Space Land Owner as described above is set forth in that Agreement to Convey the Open Space Land dated as of 10/23/2020 (the "Agreement"), which shall be recorded in the Mecklenburg County Registry within two (2) months of the Rezoning. To encourage implementation of the community benefits associated with the open space reservation described above, the reservation of the Open Space Land for conveyance shall end after the passage of the above-referenced four (4) year period, unless Petitioner and Open Space Land Owner agree to an extension of such period.
- Amendments to the Rezoning Plan:**
 - Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners or applicable parcels within the Site in accordance with the provisions herein and of Chapter 6 of the Ordinance.
- Binding Effect of the Rezoning Application:**
 - If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site or Development Areas, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

DRAWING INFORMATION



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FIRM #C-1157



PROJECT SQUARE GROOVES

REZONING PETITION# 2020-049

CHARLOTTE NORTH CAROLINA

PROPOSED REZONING PLAN - MULTI-BUILDING SITE

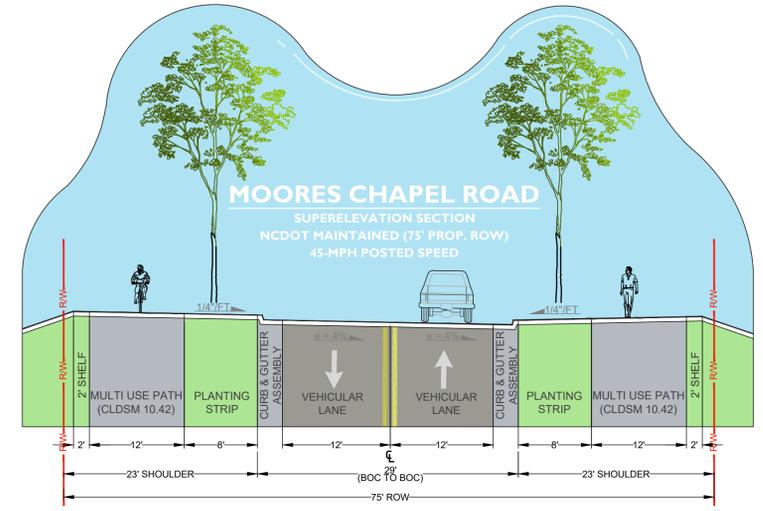
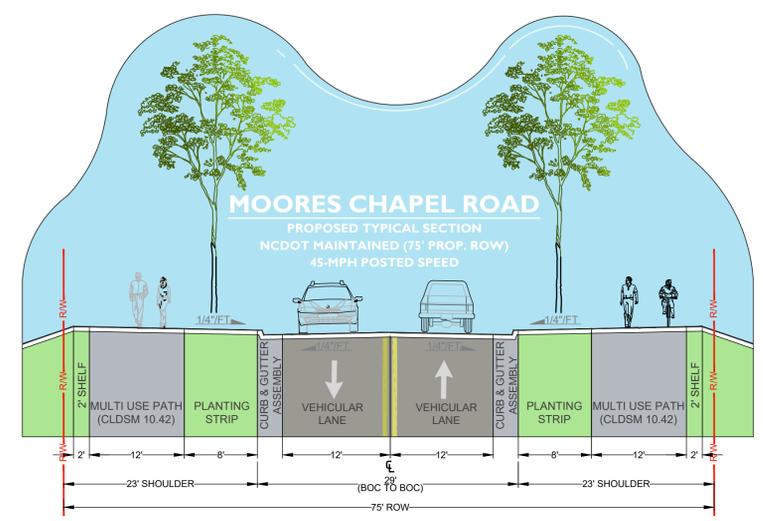
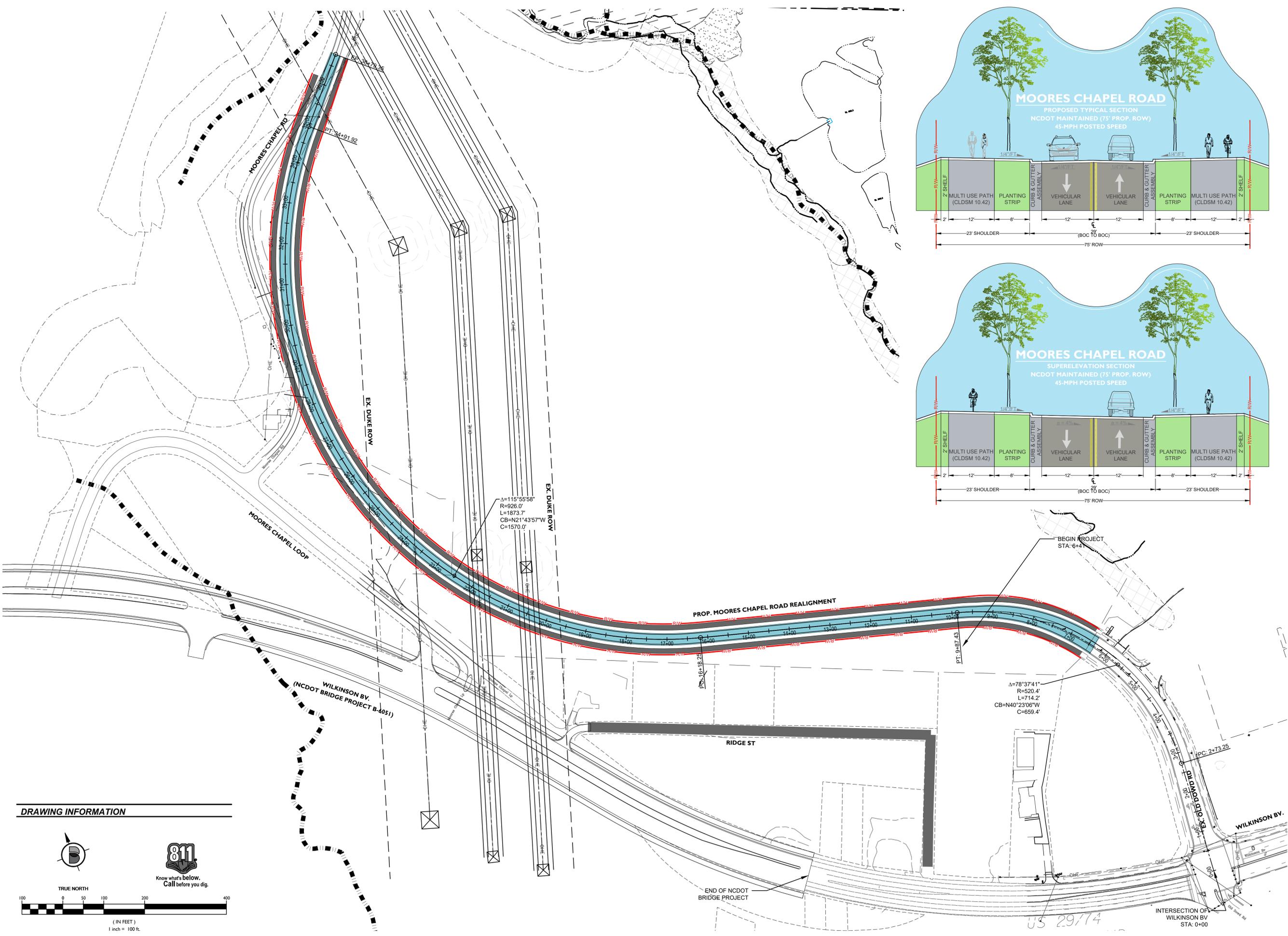
REVISED	BY	DATE
1 - 2020.05.11 - REVISED PER PLANNING COMMENT	CTB	
2 - 2020.05.15 - REVISED PER PLANNING COMMENT	CTB	
3 - 2020.08.17 - REVISED PER PLANNING COMMENT	ENG	
5 - 2020.10.26 - REVISED PER PLANNING COMMENT	MJDG	
	DRAWN BY	DATE

PROJECT NUMBER
019.554.002

RZ102
Sheet 3 of 4

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PIDW0019.554.002.TCC SQUARE GROOVES REZONINGS. PRELIMINARY PLANS/OLD DOWD ROAD REALIGNMENT. ALTERNATE ALIGNMENT.DWG. RZ ROAD PLAN. 9/28/2020 9:37:52 AM HR02.CTB. NGR/HAH



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811
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PROJECT SQUARE GROOVES
REZONING PETITION# 2020-049
CHARLOTTE NORTH CAROLINA

MOORES CHAPEL ROAD REALIGNMENT

CTB	CTB	MJDG
PR	ENG	DRAWN BY
		DATE

REVISIONS
2020.03.06 - ISSUED FOR PLANNING REVIEW
1. 2020.05.11 - REVISED PER PLANNING COMMENT
2. 2020.06.15 - REVISED PER PLANNING COMMENT
3. 2020.08.17 - REVISED PER PLANNING COMMENT
4. 2020.09.28 - REVISED PER PLANNING COMMENT

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019.554.002

RZNI03
Sheet 4 of 4